

WEATHER.
Generally cloudy tonight and tomorrow; little change in temperature.
Temperature for twenty-four hours ended 2 p.m. today: Highest, 73 at 2 p.m. today; lowest, 58, at 6 a.m. today.
Full report on page 13.

Closing New York Stocks, Page 25.

No. 27,784.

WASHINGTON, D. C., THURSDAY, MAY 20, 1920—THIRTY-TWO PAGES.

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TWO CENTS.

A. A. A. CONFERENCE ON CLOSING ROADS TO REPAIR BELIEVES REVENUE FROM AUTO OWNERS SHOULD BE USED FOR HIGHWAYS.

Believing that the revenue collected from automobiles should be used for the maintenance of the streets and roads in the District of Columbia and that a weight and horsepower basis for taxation should be substituted in place of the present method of horsepower and valuation, the District committee on better roads at a meeting today in the rooms of the A. A. A. adopted a resolution urging the Commissioners to take immediate action for the improvement of the highways in Washington.

The resolution will be presented to the Commissioners at a hearing to be held in the boardroom of the District building Monday morning at 11 o'clock.

Text of Resolution.
The resolution follows:
"The owners of passenger autos and motor trucks in the District of Columbia are annually paying substantial taxation on their vehicles on a basis of horsepower and valuation. The money thus raised is placed in the general funds of the District of Columbia, and is used for the maintenance of the streets and roads in the District of Columbia."

"Therefore, the organizations represented on this committee, petition the Commissioners of the District of Columbia to urge Congress to provide whatever funds may be available for the immediate repair of the following roads:

Nichols avenue (Giesboro road) from Good Hope road, Anacostia, to the Maryland state line, four miles; Hope avenue, from Nichols avenue to Maryland state line, two and one-half miles; Pennsylvania avenue, from Nichols avenue to Maryland state line, two and one-half miles; Minnesota and Dean avenues and Dix street, from Benning road to Maryland state line, three and one-half miles; Bladenburg road, from 15th and H streets northeast to Maryland state line, three miles; Rhode island, from 12th street to Maryland state line, one and one-half miles; Bunker Hill road, from Benning road to Maryland state line, one and three-quarter miles; Rock Creek Church road, from Benning road to Maryland state line, two and one-half miles; Georgia avenue, from Rock Creek Church road to Crittenton street, and from Military road to Maryland state line, two and one-quarter miles; Blair road, from Riggs road to the Maryland state line, two miles, and 16th street and Alaska avenue, from Columbia road to Georgia avenue, and from Georgia avenue to Maryland state line, three and three-quarter miles."

"The northern roads are, in three main roads, two of which connect with the Maryland state system and one with the Virginia system. They are: Connecticut avenue from the Potomac comb street to Chevy Chase Circle at Maryland line, two and one-half miles; Wisconsin avenue from the Potomac comb street to Maryland state line, two and one-half miles; and Canal road from Aqueduct bridge to Chain bridge, its connection with the Virginia line."

"In addition to these suburban roads connecting with the Maryland and Virginia, there are two streets in the District which are paved at present with Belgian blocks and are in a very unsatisfactory condition. These streets are: Fourteenth street from about the intersection of the end of Long bridge, where it connects with the Virginia system, to 15th street, and 15th street from Pennsylvania avenue to the Anacostia bridge."

"It was brought out that at the present time there are, approximately, forty miles of suburban roads which probably carry as large a volume of traffic per foot of width as the main streets in the city proper. It was urged that these highways be paved with concrete or asphalt, with a width of at least twenty-four feet."

Concrete Areas Compared.
Figures were presented to show that the present cost of concrete roads in the District of Columbia is about \$100,000 per mile, with a width of twenty-four feet, and that the cost of asphalt, with a width of at least twenty-four feet, is about \$40,000, or for sheet asphalt, \$20,000.

"The new system of motor taxation, as advocated by the committee, would bring in an annual return of \$12,000,000, according to figures, while at present the present system is bringing in only \$1,000,000. The money is being paid in the neighborhood of \$500,000 a year, with only about \$100,000 being paid in the form of taxes for the upkeep of the roads."

"In other words, the new system will bring in an annual return of more than the old one, and will be used for the maintenance and repair of the District of Columbia roads."

"The present horsepower tax on automobiles in the District of Columbia is badly out of date, and is being paid by three widely separated classes of automobiles. The A. A. A. executive chairman of the motor vehicle is subject to which poorly collected personal property tax."

"Furthermore, the money thus obtained from these two sources goes to the general funds of the District of Columbia and thus is lost to the automobile under the valuation of the property tax is variable and uncertain, and in many cases is not obtainable at all. Of necessity, the more expensive cars are paying a larger percentage of the tax than the less expensive cars, and thus is a gross and unfair tax."

Can Combine Two Taxes.
"Congress can combine the present two taxes into a single tax, either by increasing the charge per horsepower or by dividing the amount charged at so much per horsepower and each 100 pounds of gross weight."

"This plan would mean a quite substantial increase over the present rate of about 50 per cent. It would be of the nature of a personal property tax."

"Since the funds for the maintenance of the roads are to be used for the maintenance of the roads and streets, a fee based on horsepower and weight seems to be the best workable plan."

"It would be present-day practice that the money raised from the tax on automobiles be credited to the funds for expenditure on maintenance and reconstruction of the thoroughfares in the District of Columbia."

STOCK DIVIDEND WAYS AND MEANS COMMITTEE Has Not Reported Bill Indorsed by Caucus.

The House ways and means committee failed to reach an agreement today to report the bonus bill prepared by the republican members and indorsed by the republican caucus last night. This failure was due to several proposed amendments.

By a vote of 13 to 12 the stock dividends tax, which was defeated by a 10-7 vote of republican members several days ago, was reintroduced today at the meeting of the committee with the republicans. Three republicans joined the committee in support of the proposal. It is generally conceded that if the committee fails to report the bill, the House will mean the defeat of the bill.

The committee also refused by a strict party vote to accept an 80 per cent retroactive rate for the bonus bill, proposed by democratic committee.

The ways and means committee resumed its conference at 2 o'clock this afternoon. There is a strong probability that the bill may never be reported from the committee. A poll which has been made of the Senate shows that if any bonus legislation does get into the House and is passed by the House, it will be defeated by a 2-to-1 vote in the Senate.

1,000 Telegrams Protested.
House Leader Mondell had on his desk today more than 1,000 telegrams from all parts of the country in protest against the proposed sliding scale. More than 200 of these telegrams reached Mr. Mondell's office last night in anticipation of the republican caucus on bonus legislation, and more than 800 others were delivered at his office today.

These telegrams are from individuals, from prominent political leaders, from labor unions, from organizations and represent practically all of the important industries in the country. Each telegram is differently worded. Some are very harsh and some are in length, while others contain only a terse protest against any bonus legislation. Some telegrams are specifically against certain sales tax and the stock dividend tax.

The bill, approved by a vote of 166 to 34 on the caucus last night, provides for payment of adjusted compensation at \$1 for each day's domestic service and \$1.25 for each day's foreign service. It also provides for a bonus of \$500 for domestic service and \$625 for foreign service. Other provisions include a bonus for education and extension of priority right to holders of patents and of individual loans granted under the act of July 1, 1919, and would be in effect July 1, 1921, and continue quarterly thereafter.

Republican improvement last night followed a five-hour wrangle along generally on the subject of the so-called Lane-Kutzbach bill. After failure of the caucus to pass the bill, the section of the bill was finally approved.

**REPORT TO SENATE
ON SCHOOLS LAGS**
Result of Inquiry May Not Be Filed Before Next Week.

Although reporting "progress" in the presentation of its report on the public schools of the District, members of the Senate select committee which has been conducting the investigation into the school system said today that it might be the first part of next week before the report is finally filed with the Senate. The committee is scheduled to meet again at 4 o'clock this afternoon.

Notwithstanding the delays, it was said today that the committee would have a report to the Senate by the end of the week. It has already reached an agreement on a number of the proposed recommendations.

Some Senators Restive.
Some of the senators who are opposed to the confirmation of the nomination of Dr. John Van Schaick, Jr., as director of the public schools, are becoming restive because of the delay in the submission of the report of the committee. Dr. Van Schaick is president of the board of education, which was under fire in the school investigation last year. The Senate would not act on his nomination for Commissioner until the school report has been made to the Senate.

It was said today that unless the school report is forthcoming at an early date, Dr. Van Schaick's nomination will be dropped. The committee is expected to take up Dr. Van Schaick's nomination and act on it. Confidential predictions are that the nomination will be rejected by the Senate.

Time Grows Short.
The present plan is for the recess of the Senate, beginning about June 5, until after the national political conventions, probably for six weeks or more. This means that the committee has only a few days in which to submit its report, which the Senate may act upon Dr. Van Schaick's nomination. Should the Congress adjourn before the report is made, the nomination would be lost.

Referring to the suggestion that a wholesale rate be fixed for large consumers of gas for commercial purposes, the committee stated that only one-tenth of 1 per cent of its gas is used by large consumers, such as eating places.

While admitting that the overhead cost of furnishing gas is large, the committee stated that the position that to allow a wholesale rate would be an added burden on the private households.

HANGING POSTPONED.
Randall Execution Will Take Place June 24 by New Order.

Louis Randall, colored, will not be hanged at the District jail next Monday. Justice Gould today postponed his execution until June 24 in order to afford opportunity to the Department of Justice to pass on an application of counsel for the prisoner for a commutation of sentence to life imprisonment.

Randall was convicted of the murder of a woman in 1917. He was sentenced to death by a jury. He has been in the District jail since then.

SLIDING GAS RATE SCALE OPPOSED BY CITIZENS' ATTORNEY Utilities Commission Hears Argument on Proposed Increase.

Opposition to a sliding scale of rates for gas in the District after June was voiced by William McK. Clayton of the Federation of Citizens' Associations, at the hearing before the Utilities Commission at the District building today on the petition of the Washington and Georgetown gas light companies for higher rates. The gas companies have asked the commission to fix a sliding scale for gas to be regulated each month by the price of oil, and Mr. Clayton argued that if the commission accepted the proposal, it would mean that the local gas company has authority from the commission to pass on to the public any increase in the price of oil from month to month, and there would be no inducement for them to reduce the oil price. He pointed out that the company stated in its petitions, there is only one oil concern from which the local company purchases its gas, and that if the price of oil increases, the company will be helpless to save itself from any advance in the price of gas.

Sliding Scale Explained.
The proposal is to fix a basic rate of \$1.08 per thousand cubic feet if oil is 7 1/2 cents a gallon and to raise the price to the consumer 4.39 cents per thousand for every advance of 1 cent in the cost of oil. This ratio is based on the fact that four gallons of oil are required to produce a thousand cubic feet of gas.

Since the company has had to agree to pay 12 1/2 cents a gallon for oil for June, the price to the consumer for the month would be \$1.20 per thousand cubic feet, if the commission adopts the companies' plan.

Oil Companies' Stand.
To show why a sliding scale should be established, Howard S. Reeside, president of the Washington company, said that he recently wrote to fifty oil concerns, not one of which would make a contract to furnish gas for the ensuing year or any part of the year.

The Standard Oil Company, he said, has promised to furnish the local company with oil at a fixed price, but only on a monthly basis and at the price prevailing each month.

Reeside declared he was not able to get a contract even with the Standard Oil Company, and is not certain that the company will honor its promise. He said that the company has offered to supply gas at a fixed price, but only on a monthly basis and at the price prevailing each month.

"We can't say what oil will cost us in the future," he said, "but we can say that the company has offered to supply gas at a fixed price, but only on a monthly basis and at the price prevailing each month."

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CUTTING OF PRICES GENERAL HERE IN WEAVING APPAREL Markets Overstocked and Public Not Buying, D. C. Merchant Explains.

Drastic cuts in retail prices of men's and women's apparel, hats, shoes, many kinds of drygoods, and even in furniture, have been made effective in the last few days by practically every Washington concern handling these lines, and the prediction was made today by well-informed merchants that before the middle of the week the competitive few firms that have not yet announced price slashes will have fallen in line.

Cuts ranging all the way from 20 to 50 per cent, announced in display advertisements carried in the local newspapers by large and small stores, show that almost everything except food is included in the reductions. It is considered significant that not only the wholesale markets are overstocked, but that shops specializing in the sale of high-class goods and with wealthy clientele, also have joined the procession, and that the cuts are deeper than those advertised in lower priced places.

High-Class Store Joins.
One of the foremost establishments of Washington catering to the high-class trade, according to a statement by one of the proprietors, does not expect a return to the era of extravagant prices.

The proprietors, however, do not expect a return to the era of extravagant prices. They are, however, to ascertain which of the national brands of goods are being sold at a profit, and which are being sold at a loss. They are, however, to ascertain which of the national brands of goods are being sold at a profit, and which are being sold at a loss.

Word was received from Charleston that Col. Jackson Arnold, superintendent of the state police, had left the capital for Maitown this morning, to assist in the investigation of the disorders last night, when ten persons were killed in a pistol battle between the police and a gang of hoodlums.

A death list carries twelve names, but the list is not complete. The proprietors, however, do not expect a return to the era of extravagant prices. They are, however, to ascertain which of the national brands of goods are being sold at a profit, and which are being sold at a loss.

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MILK DELIVERIES FAIL. Wagon Drivers Strike on Manhat- tan and Long Island.

NEW YORK, May 20.—Milk deliveries in Manhattan and Long Island City were almost completely shut off today by the strike of milk wagon drivers, which threatens to spread to the Bronx and Hudson sections. The few deliveries made were to hospitals, orphanages, nurseries and similar institutions.

Police reserves were called out in Brooklyn to quell disturbances when sixty-five workers were alleged to have been attacking a vanload of strike sympathizers. Many milk bottles were thrown, but no one was seriously hurt.

Question Arises as to Priority of U. S. Sending Envoy.
The United States government may be officially represented at the meeting between the allies and Germany at Spa, where it is expected that a definite sum will be fixed which the Germans will be obligated to pay as war indemnity.

Although America has not ratified the peace treaty, under which the reparations commission was to determine the amount of German indemnity, the United States has specifically designated for membership on that commission a number of representatives.

Whether it would not be within the jurisdiction and power of President Wilson to appoint a plenipotentiary to sit in at these most important meetings, it is contended, the President could appoint a commission to investigate the situation, and to report to the Senate.

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AMERICAN MAY SIT IN MEETING TO FIX GERMAN REPARATIONS

By the Associated Press.
INDIANAPOLIS, Ind., May 20.—"Equal and exact justice to all men" as a remedy for unrest was prescribed by Vice President Marshall in his keynote address today before the state democratic convention. He also urged jail sentences for profiteers and increased production to relieve the high cost of living.

"I hold that the democratic doctrine of equal and exact justice to all men and of special privileges to no one will meet all the angry and unreconciled views of today," said Mr. Marshall. The Vice President also expressed the hope that President Wilson and the Senate will reach an agreement on the peace treaty and that it would be ratified, but said no man should ever again be so easily swayed by the opinion of a single party because of his opinion on the league of nations.

For an American Peace.
"This was, as I understand it," the Vice President said, "the American war. The peace should not be an American peace. The war could not have been fought successfully without the democratic or republican war. The peace cannot bring that real peace which the American people desire. It must be made either as a democratic or a republican peace."

"I still hope that the President and the Senate will reach an agreement on such terms as will enable the treaty to be ratified and a deliverance made by the American people. I cannot stand upon its platform, advocate the election of its candidates and vote for them, and yet not say that I believe in it."

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HARDY EFFORT FOR PEACE ASKED BY REPUBLICANS

Indiana Democrats Meeting in Convention Hear Plea for Justice to All.

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